(e) The recruitment is a continuous process and no definite time frame may be set to fill up all the vacancies in RPSF that arise from time to time by way of various reasons like retirement, resignation, death, transfer to zonal/RPF etc.

Construction of flyovers for running of local trains from Churchgate to Thane

†2130. SHRI MANOHAR JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some trains running from Chhatrapatti Shivaji Terminal of Central Railway in Mumbai are being run upto Borivali station of Western Railway;

(b) if so, whether Government is considering to build flyover between lower Parel, Dadar or Matunga station for running local trains from Churchgate station of Western Railway to Thane;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. One daily Electric Multiple Unit service is presently running between Mumbai Chhatrapati Shivaji (Terminus) of Central Railway in Mumbai to Borivali in Western Railway, departing Mumbai Chhatrapati Shivaji (Terminus) at 20.45 hrs. and arriving Borivali at 21.53 hrs.

(b) No, Sir. There is no such proposal at present for suburban trains.

(c) Does not arise.

(d) No proposal has been received from State Government.

Test of ACD in North-East Frontier Railway

†2131. MISS ANUSUIYA UIKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have successfully conducted the trial of Anti Collision Device (ACD) in North-East Frontier Railways;

(b) whether Railways have decided to install this equipment in the entire country;

(c) if so, the details with regard to the cost thereof;

(d) by when it would be installed in the entire country; and

(e) whether this equipment has been manufactured within the country or it would be imported from other countries?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The Anti Collision Device (ACD) is operational on North - East Frontier Railway (NFR). This pilot project has yielded encouraging results. The associated problems are being analyzed and solved.

† Original notice of the question was received in Hindi.

(b) to (d) Further to installation of ACD on Katihar-Guwahati-Dibrugarh-Ledo section of NFR, works for providing ACD in 'Vasco-Hubli-Guntkal-Renigunta', 'Ernakulam-Palghat-Chennai' & 'Banglore-Jolarpettai' sections on three Railways (Southern, South Central and South Western Railway) are presently sanctioned at a cost of Rs. 127.22 Crores. These projects are planned to be completed by March '2010.

The system is planned to be extended in a phased manner over entire Broad Gauge network of Indian Railway.

(e) Yes, Sir. The ACD equipment has been manufactured in India by Konkan Railway Corporation Limited.

Late reaching of accident relief trains

2132. SHRI D.RAJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that most of the time accident relief trains reach accident sites late;

(b) what are the reasons for this relaxed way of reacting to rail accidents;

(c) whether studies have been done on the ways to reduce the time it takes for the first relief train and first relief team to reach accident sites; and

(d) what steps are being taken to ensure that relief trains reach the accident site within the shortest possible time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

(d) Steps taken to ensure timely arrival of Accident Relief Trains (ART) to the accident site include close monitoring of movement of ART by senior officers and giving precedence to ART over all other trains, ensuring availability of diesel engine near locations where ARTs are stationed, progressive realignment and modification of yard layout to ensure double exit of ART, increasing of speed of ART to 100 kilometers per hour, introduction of Self Propelled Accident Relief Trains (SPART) in place of conventional ARTs and conducting of mock drills.

Refurbishing the compartment of Rajdhani trains

2133. SHRI NARESH GUJRAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware that most of the compartments of Rajdhani trains look very drab and dirty; and

(b) what is the current policy in respect of refurbishing the compartments to give them a clean and modern look specially on sectors of tourist interest such as Amritsar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Indian Railways have always endeavoured to improve upon the standards of amenities and cleanliness and hygiene in coaches. Coaches manufactured to a new technology to world class standards have already been inducted in select Rajdhani and Shatabdi trains. These modern